

Sur, California, known as Palo Colorado Canyon. The fire soon spread to the surrounding brush and began to threaten the lives and property of other Palo Colorado Canyon residents. Quick action by Matthew and his comrades from Cal Fire and the other responding fire fighting agencies kept the fire from engulfing the whole canyon, limiting the damage to the initial home and about fifty surrounding acres. As part of this effort, Matthew was on his bulldozer working to check the spread of the fire by clearing a fire break. Tragically, Matthew's bulldozer slipped and tumbled down a steep slope. Matthew later died of his injuries.

Matthew Will's youth magnifies this tragedy. He was just 30 years old. He is survived by his wife Diana "Dee Dee" Will of Hollister, California; 10-year-old son Trysten; 8-year-old daughter Elsie; parents Gary and Debbie Will of Campo, California; and brothers Brandon and Justin Will of Campo, California.

Madam Speaker, I have been an occasional Big Sur resident myself for over 50 years. In that time I have seen fire threaten or destroy the homes and property of neighbors and acquaintances. The people of Big Sur live with a heightened sense of fire's danger and a deep respect for the men and women who risk their lives fighting those fires. I know I speak for this House and my neighbors when I share our deep gratitude for his service as a firefighter, and our deep sorrow at his death. Our prayers are with Matthew Will's family, friends, and colleagues at this time of grief and loss.

CONGRATULATIONS AND FAREWELL TO MR. WILLIAM DUNN, A GREAT AMERICAN AND TEXAN, FOR 25 YEARS OF DEDICATED SERVICE

### HON. SAM JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, October 18, 2007*

Mr. SAM JOHNSON of Texas. Madam Speaker, a congratulations and farewell is in order today for Mr. William "Cotton" Dunn.

Cotton graduated with a degree in accounting but quickly learned his true love and passion was for the game of golf. He went on to play tours, set records, and earn many respectable titles.

For the past 25 years Cotton has served as the Director of Golf at the Prestonwood Country Club. Over the years, he has received many honors. Most recently, he received the 2006 Distinguished Service Award from the Northern Texas PGA.

Much of the strength of the Lone Star State comes from the commitment and good will of individuals, and Cotton is no exception. His leadership both on and off the course has motivated, inspired, and encouraged hundreds of people, and for those reasons he will be missed.

We would like to wish you a long and happy retirement!

THE DEPLOYMENT OF THE OKLAHOMA NATIONAL GUARD'S 45TH INFANTRY BRIGADE COMBAT TEAM

### HON. JOHN SULLIVAN

OF OKLAHOMA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, October 18, 2007*

Mr. SULLIVAN. Madam Speaker, I rise today to commemorate the Oklahoma National Guard's 45th Infantry Brigade Combat Team (IBCT) which is set to deploy to Iraq early next year in support of Operation Iraqi Freedom.

Today, a farewell ceremony honoring 2,400 deploying soldiers in the 45th IBCT is taking place at the Lloyd Noble Center in Norman, Oklahoma. Families and friends throughout the state will have an opportunity to celebrate the patriotism and courage of Oklahoma's citizen soldiers. This will be the largest single deployment of Oklahoma's citizen soldiers since the Korean War, an important event in the history of the Oklahoma National Guard.

On October 19, 2007, the 45th IBCT will begin to move their soldiers to the mobilization station at Fort Bliss, Texas. While at Fort Bliss, the brigade will undergo 10 to 12 weeks of intense mission specific training which will prepare them for any mission unique tasks that they will be required to perform while deploying to Iraq next year.

The stakes could not be higher for success in the Global War on Terror. The 45th IBCT will play a critical role in securing Iraq from al-Qaeda and other militants seeking to undermine Iraq's growth and security, and protect America from future threats.

I know this is not the first deployment for many of these brave men and women and their families back home. Their collective sacrifice for our Nation's security is symbolic of the pride Oklahoma has for our citizen soldiers serving in times of war and conflict.

I am confident the 45th IBCT is ready to answer the call in the defense of our Nation. With this deployment, they are carrying forward the proud history of this brigade. It is an honor to represent many of these brave citizen soldiers in Congress, and I look forward to supporting the 45th IBCT's critically important mission to the fullest extent possible.

### A TRIBUTE TO TYPECRAFT WOOD & JONES

### HON. ADAM B. SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, October 18, 2007*

Mr. SCHIFF. Madam Speaker, I rise today to honor Typecraft Wood & Jones, a family-owned business, which is celebrating the one-hundredth anniversary of Wood & Jones Printers and the sixtieth anniversary of Typecraft, Inc.

Wood & Jones Printers was founded in 1907 in Pasadena, California by Bert Wood, a pressman from New England and Fred Jones, a typographer from Canada. Bert's son, Richard Wood, introduced offset lithography to the business in the 1940s. Chris Wood, Bert's grandson, introduced phototypesetting and added a drive-through photocopy division to the business in the 1980s. Richard operated

and expanded the business in partnership with Bert's nephew, David Wood into the 1980s, and in 1987, Hanna Wood, granddaughter of Bert, assumed responsibility for the business.

Typecraft, Inc. was formed in 1947 by Emer Bates, and Len Jasmin, former publisher and former manager of the Pasadena Independent Newspaper. In the 1960s, Harry Montgomery joined Typecraft, Inc., partnering with Len Jasmin.

J.J. Gish, whose father Jerry Gish was a 50-year employee of Typecraft, Inc., purchased Wood & Jones Printers in 1994 and became partners with Harry Montgomery, Emer Bates' son-in-law in 2000. Typecraft, Inc. and Wood & Jones Printers were merged at that time into one company.

Both Typecraft, Inc. and Wood & Jones Printers separately and together have kept abreast of the latest technologies, creating quality printed materials for businesses, non-profit organizations, schools, museums, and fine art museums. Typecraft Wood & Jones is the annual print sponsor for AIGS Los Angeles, the Professional Association for Design.

Over the last century, Typecraft Wood & Jones has supported a variety of worthwhile local organizations and institutions such as the Boys and Girls Clubs of Pasadena, Boy Scouts of America, the Pasadena Library Foundation, Aids Service Center, Huntington Memorial Hospital, Zonta Club, John Marshall Fundamental School and the Pasadena Senior Center. In addition, Typecraft Wood & Jones also contributes to the Pasadena Art Alliance, the Los Angeles County Museum of Art, Pasadena Playhouse, Armory Center for the Arts and Pasadena City College School of Fine Arts.

It is my great honor to recognize Typecraft Wood & Jones upon the combined one-hundred sixty years of dedicated service to the community of greater Pasadena. I ask all members to join me in commending their efforts.

### FEDERAL RAILROAD SAFETY IMPROVEMENT ACT OF 2007

SPEECH OF

### HON. ELIJAH E. CUMMINGS

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 17, 2007*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2095) to, amend title 49, United States Code, to prevent railroad fatalities, injuries, and hazardous materials releases, to authorize the Federal Railroad Safety Administration, and for other purposes:

Mr. CUMMINGS. Mr. Chairman, I rise today in strong support of the Federal Railroad Safety Improvement Act of 2007, H.R. 2095, authored by Congressman JAMES OBERSTAR, Chairman of the Committee on Transportation and Infrastructure, and Congresswoman CORRINE BROWN, Chairwoman of the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

This legislation, which I believe adequately balances overdue safety improvements with the need to keep commerce moving, is the first significant rail safety legislation to come before the House since the most recent authorization of federal safety programs expired nearly 10 years ago.